

NEW YORK HERALD

PUBLISHED BY THE SUN-HERALD CORPORATION, 240 BROADWAY, TELEPHONE, WORTH 10,000.

Directors and officers: Frank A. Munsey, President; Edwin W. Ward, Vice President; Wm. T. Dewart, Treasurer; R. H. Stetson, Secretary.

MAIL SUBSCRIPTION RATES: One Year, \$12.00; Six Months, \$7.00; Three Months, \$4.00; Single Copies, 10c.

FOREIGN RATES: One Year, \$20.00; Six Months, \$12.00; Three Months, \$7.00; Single Copies, 10c.

Advertisements: 10c per line per week; 5c per line per month; 2c per line per quarter; 1c per line per half year; 1/2c per line per year.

Principal American and Foreign Bureaus: New York, 240 Broadway; London, 10, Abchurch Lane; Paris, 10, Avenue de l'Opera.

THIS NEW YORK HERALD was founded by James Gordon Bennett in 1825. It remained in the family until 1895, when it was sold to the Sun- Herald Corporation.

TUESDAY, FEBRUARY 8, 1921.

Our Billions of Shrinkage.

In his annual report the Comptroller of the Currency estimates the shrinkage in values during 1920 at from twelve to eighteen billions of dollars. There is something of a mathematical margin between \$12,000,000,000 and \$18,000,000,000 of difference is a billion more than the total savings banks deposits in the United States. It is about half the war debt of the nation, with the loans to foreign Powers not included. It is six times the national debt just before the war.

But whether the shrinkage has been twelve billions or eighteen billions of dollars there is this satisfaction in the situation from the point of view of actual national wealth. A billion bushels of wheat will feed as many people at \$1.90 a bushel as it will at \$2.50 a bushel. We have exactly the same textile industry, the same railroad industry, the same shipbuilding industry as we had before. The country is all here, just as before, and pretty much everything worth while in the country is here just as before, although a lot of the flashy and false dollar marks are rubbed off.

We have, in a word, our natural wealth intact and our productive machinery for handling it intact. What we need is to get our natural wealth, our productive machinery and our man power to working again. The necessary wringing out of the excess inflation moisture, whether to the extent of twelve billions or of eighteen billions, is what is going to do the business.

Merchant Marine Optimism.

When W. AVERELL HARRIMAN, head of the American Ship and Commerce Corporation, tells us that the American merchant marine is in a dying condition, this nation cannot afford to ignore his alarming statement. Mr. HARRIMAN's purpose is not to give aid and comfort to our competitors in the ocean carrying business by leading them to believe that within a few years the American flag will have disappeared from the seas. He seeks to arouse the country to the need for prompt action in behalf of our ships, which are rapidly losing their own in competition with foreign vessels built and operated at lower cost and therefore able to do business on smaller profits.

The fact that American vessels in 1920 carried 43 per cent. of our imports and exports against 35 per cent. in 1919, 21 per cent. in 1918 and 10 per cent. in 1913 does not disprove the statement that the American merchant marine is in a precarious position. Throughout most of last year ocean tonnage was in good demand and voyages could be made at a profit or at least without loss. It was not until the last quarter of 1920 that the crisis appeared. Then the world depression and the reduced volume of merchandise shipments brought on immediately the handicap on American vessels due to high operating costs and overhead charges.

Hundreds of Shipping Board vessels are idle and many American shipping concerns which undertook to purchase or operate these vessels have been driven out of the business or are in receivership. England too has felt the depression in shipping, but the volume of her idle tonnage and the number of failures in the English shipping world have been only a flicker in comparison with the figures for the United States.

The lessons of the last seven years and the changed conditions in our home production and its dependence on foreign markets leave us no sane choice but to give our merchant marine a chance for vigorous and lasting development. This chance it will never get while our marine laws dictate high wages for seamen without providing a differential of some sort to take up the margin above the low wages paid under other flags. It will never get this chance while the Shipping Board operates vessels in competition with private American lines over routes already sufficed with tonnage. It will never get it while Government built vessels are tied up at their piers rather than sold to private shipping companies at a price which will not burden the vessels

with interest charges higher than their total earnings.

In pointing out these faults in our shipping programme and in criticising both the Republican and Democratic parties for inaction Mr. HARRIMAN is not shouting calamity. If he and other shipping men believed that when properly informed the American nation would choose to let the merchant marine drift on to disaster rather than take the proper measures to save it they would be engaged now in exciting themselves from the shipping contest instead of just beginning the fight in earnest for a big, strong American merchant fleet.

There is room for almost everything else in our merchant marine programme but hopeless pessimism. But there must be action.

The President's Proper Refusal.

President Wilson does well to inform the railway disputants that they must go to the authority provided by law to iron out their differences. Either the machinery set up by the new railroad act for the safeguarding of the rights and interests of the carriers, their labor and the public will work or it will not work. If it will, so much the better for everybody. If it will not, then it needs to be junked. But the only way to find out what it can do or can't do is to give it a chance along the very lines it was created and is intended to follow.

In any event, all creation cannot be running with its quarrels and recriminations every few minutes to the Chief Executive and the Congress of the United States and leave the Government of the nation the time or the strength to attend to its proper business.

Everybody's Rapid Transit Need.

All the great States of this country have their transit problems. The Governors of such States cannot solve those problems with soap box oratory. They know better than to try it. They get on the job and stay on the job of doing something practical to meet the public's need of being transported safely, rapidly and decently in centres of population. And pretty nearly all the Governors as a result of their experience with the most trying task there is in the crowded municipalities are a unit with Governor MILLER in his view that the problem can be worked out the right way only by a commission charged with undivided responsibility and armed with full power.

The common sense of New York city, which suffers more from insufficient and inefficient rapid transit service than any other city in the world, knows that the first question and the biggest question is to be able to ride. Exhortations in behalf of municipal ownership and operation are not rapid transit facilities. Fulminations against crooked finance of the past are not. The only thing that will give the necessary service at a reasonable cost is a hard fact programme on a sound business basis which will provide more lines, more trains and more cars.

This is what Governor MILLER wants to do. He wants to do it by cutting out talk and getting action. He wants to do it by putting on the job a full power commission to find out the honest truth about the different companies and lines now in operation—how much money they are really making or losing, how much water is in them to be squeezed out, how much can be saved by centralized and competent management. He wants to do it by putting all the companies into one unified system on a solid business basis, which will make it self-supporting, pay the city taxes that are not yet earned and return the city income on its quarter of a billion of dollars of rapid transit investment which is now returning the city nothing. He wants to do it by releasing from the debt limit strait-jacket that quarter of a billion dollars which is now non-earning, dead money and making it earning, live money which can go into more rapid transit and other municipal undertakings. And if the people of this city don't want the same thing they don't want more and better transit service.

In a few days, perhaps a few hours, the bills representing Governor MILLER'S ideas will be introduced in the Legislature. They are not likely to be perfect as they first come before the lawmakers. No bill is just right in its tentative form. Every plan can be improved beyond its rough draft by studying over it, working on it and polishing it. But if the legislative bills stick to the fundamental principles of Governor MILLER'S plan so that the result of the commission's work may be one unified system, with whatever water is in the properties squeezed out, a single fare, ample funds to rehabilitate the lines in existence and to set in immediate motion a programme of constant construction of new lines, extension of old lines and expansion of equipment—if the legislative measures stay close to these fundamentals they can be made to do what Governor MILLER wants to have done for the people of this city and what must be done for them if they are to be salvaged from rapid transit chaos.

Quail in the Snake Fence.

Those who are deploring the scarcity of game birds in this region and have been attributing the dearth of quail to various influences have overlooked one of the most important reasons for the shrinkage. The old fashioned rail fence, its angles choked with briars and weeds, formed a natural winter refuge for the birds. Snow might drift mountains high, but all was snug and cozy in the depths of the tangle of vegetation which is no more since the introduction of wire as a fencing ma-

terial. Headlands are ploughed after to the boundary lines of fields these days and the brambles and berry bushes are fast disappearing.

With one of his best hiding places gone the quail has to struggle for existence. He is a cheery chap and his whistle at eventide near the homes of men is an evidence of his friendliness. He ought to have everything that is possible done for his preservation. Winter feeding is good, but something to take the place of the old rail fence would also be helpful.

Log Cabins and High Thought.

It is good to read that the new intellectual colony at Katonah will have log houses for the members. Of course it might be possible for a group of deep thinkers and forward lookers to bring about the social salvation of the world in an apartment house; but there would not be the faith in the place that a log cabin inspires.

A log house in Katonah is ideal. It breathes simplicity. It is primitive. It invites thoughts such as LINCOLN or THOREAU might have been glad to think. It challenges a wayward world to turn into the path of right. It suggests, with its rough face, that money isn't everything. Why, it is notorious that there are so many logs in Westchester county that everybody who is in favor of the Sociological Surge could have a cabin up there. It is true too that anybody who has logs enough for a house can have them put together by gentle, old fashioned natives who are almost glad to have to work at the nominal charge of \$9 a day.

The architecture of a log cabin is so simple. Through the chinks the outsider can see the glow of the fire-place, unless the builder has lined the house with hollow tile—just as our forefathers would have done if they had the tile. Inside is the hard clay floor, unless the specifications call for tile imported from Spain. The fireplace is prehistoric—with a modern damper added. Over the fireplace burn two candles, the polychrome kind. And hangs there the faithful old fowling piece (automatic ejector \$25 extra) with which to repel any savage who speaks coarsely of KARL MARX. The furnishings of the living room are almost cruelly severe: never more than two davenport, a chaise longue, eight or nine overstuffed chairs and a little table picked up in Italy for \$12.80.

The log cabin's kitchen, which is a house's closest link to nature, contains only one electric range, a kitchen cabinet, and such electric refrigerators, dishwashers, coffee mills and fireless cookers as are needed in the primitive life where one denies oneself for the sake of concentration of thought.

The size of the log house is frequently a problem. But it may be set down as a great truth that the young couple who really mean to do Big Things in the way of combining old class consciousness should not have more than fourteen rooms and seven baths. The servants will of course have separate quarters. And they, in this scheme of practically wild life, need not number more than five. This of course does not include the librarian, so necessary for the keeping of a careful index of all the problems that demand solution.

The Katonah neighborhood is ideal for log houses full of sweetness, light and theories. That part of Westchester abounds in ponds; it could be called the Lake Region. Springs puri from a thousand sequestered nooks; gasoline from a thousand pumps. The builder of a new social and economic world can set his log cabin far from the ignoble strivers. Here in the quiet woodland he can think and think and think. And when he has thought a lot and his brain burns with the huge injustices heaped by whatness on whatness he can buy the 6:30 dier for Manhattan and be there early enough to dine before the Follies curtain rises.

It's the life, this simple one up Katonah way, with all modern improvements in philosophy and plumbing. Brook Farm was never exactly like it.

Literature and Baggage.

No new subject of discussion is raised by G. K. CHESTERTON in his lecture on "Literature and Luggage." The question of the indispensable book or books is as old as the ten or hundred best books. Many attempts have been made to answer it. Old OMAR—the knif, not the poet—answered it in favor of the Koran when he burned—or did not burn—the Alexandrian library; Dr. Eliot of Harvard expanded his answer to five feet of shelving.

Robinson Crusoe on his desolate island had only a Bible, he believes. He got more pleasure and profit out of it than a majority of readers would out of a whole library. The Bible has usually been set first by speculators upon literary loneliness, and that without any reference to its religious status. Mr. CHESTERTON opines that if any one took the sacred volume and SHAKESPEARE'S plays—a good second in favor—as only books "they would find themselves reading these works for the first time." This seems a gratuitously cynical assumption, but it is undoubtedly true that, read and reread, both would afford the average mind a virtually unlimited succession of discoveries. Even those who flatter themselves on having read them from cover to cover might be startled at some of the things they contain both in and between the lines.

From this point of view they might be far from uninteresting companions to the solitary student. For of course on a desolate island the ordinary canons of good reading would be replaced by the necessity for mental stimulus. Thus to some minds a table of logarithms, if means of figuring were also supplied, might be the most desirable thing.

Mr. CHESTERTON'S rejection of the problem novel and the detective story is undoubtedly sound. Who could bear eternal iteration of morbid psychology or the mystery no longer mysterious? In fact if a human mind were to be reduced to a single book for years the best selection probably could be made would be a good encyclopedia, or, failing that, a modern dictionary.

This is an unsentimental suggestion, perhaps, but the more it is thought over the better it will seem. As to the controversy itself which Mr. CHESTERTON renews in his own stimulating way, it is not by any means unprofitable. It creates at least interest in books and reflection as to their meaning and value. There is no better way to promote love of books. And love of books is always worth while.

Traffic Under the Hudson.

Traffic plans for the vehicular tunnel under the Hudson have been drawn up for presentation to the New York and New Jersey commissions in charge of the project by C. M. HOLLAND, the chief engineer, after several months study by a committee of advisory experts.

One tunnel is to be used for east and the other for west bound traffic, and each is to have a single flat roadway accommodating two streams of vehicles, the fast and the slow moving. The average width of existing city streets, which is practically impossible to increase, limits the width of motor trucks, except in special cases, to eight feet. The proposed twenty-foot roadway, the investigators decide, will allow room for two lines of this size, with a safe margin between them and between them and the side walls.

The report is opposed to any barrier between the lines except occasional guide posts, in order that in case of breakdown or other mishap free movement of both columns of vehicles may be maintained. For the same reason a flat roadway from wall to wall is recommended.

The double tunnel, four stream system is designed to assure free movement under all circumstances. No jam can take place such as might in a single narrow tube with contrary lines of travel. According to a count made last fall for the Automobile Chamber of Commerce the number of vehicles crossing the Hudson on fifteen ferries in twenty-four hours was about 7,500 in each direction, being about equally divided between passenger cars and trucks. Steady natural growth must be expected and beyond doubt the mere opening of the tunnel will accelerate this.

Wisdom and economy are on the side of the double tunnel plan, which not only gives great present advantages but looks to future needs.

A Marketing Puzzle.

In good times growers of fruits and vegetables in Washington, Oregon and California market their enormous crops through their own organizations at satisfactory prices without Federal aid, while producers of similar products in many other States claim that without Federal aid their products "rot upon the ground."

The 1921-2 agricultural bill carries an item of \$390,100, one of a number of similar items, to give such aid to food producers as daily telegraphic produce market reports will afford; but the service extends only as far west as Kansas City. Efforts made in the House to increase this item to \$750,000 for more extended service were defeated only after a wordy struggle, which developed again the fact, to which this newspaper has often called attention, that the Pacific coast States, furthest of all the great food producing States from the chief markets, profitably market their agricultural products through organizations maintained by the producers.

If the energy which some farmers devote to efforts to obtain "Federal aid" in their business were devoted to self aid it would accomplish much in the way of profitable marketing.

A Nebraska economist estimates that a farmer's wife earns \$4.00 a year. Frequently she gets the \$4.00. Rhode Island State College announces that weedless lawns are now easily possible. But the mowing lawn belongs to the millennium.

The employees in a "golden rule tailor shop" in Cincinnati have accepted a reduced wage scale and passed a resolution of confidence in the shop managers. It is not hard to practise the golden rule when things are going well, but to be good natured when pay comes down requires high spirit and intelligence, and these the Cincinnati tailors appear to have.

Do Monte Carlo if you will.

Do Monte Carlo if you will, Go where the lovely ladies endite, Take in the Nile and talk your fill Of Khnash, Cheops and of Isis. Pack up your grips for the Hwang-Ho. Seek out Kazan or Tarragona, Explore the wilds of Borneo, Look up Milan or Barcelona. Take journey for the Golden Gate, See Yellowstone and all its wonders, Go where the Rockies rise in state, Go where the Niagara thunders. Go where the Mississippi rolls Or to Cape Cod if you've a mind to, Or join the fashionable souls At Palm Beach if you are inclined to. But I shall give to Gotham town And give my best devotion to it. Not that I mean to frown you down, Because you tour and like to do it. No! I like you, would too be glad To see the world so immense as is, Is only in my jeans I had Enough for travelling expenses! NATHAN M. LEVY.

It's the Policeman's Way.

A Small Citizen Passes in Safety Across a Busy Street.

To THE NEW YORK HERALD: Contrary to the fixed belief of some persons, policemen are pretty human after all. This fact was clearly illustrated to a number of busy New Yorkers at the noon hour today.

Traffic Policeman Noonan, who is stationed at Twenty-third street and Seventh avenue, was busy directing the heavy traffic when he was halted in a very peremptory tone by a wee, piping voice.

Glancing in the direction of the sound he saw a little chap of six or seven years, who was demanding that he be escorted across the street. His cries of "Hey, cop!" were causing considerable amusement to the people on the sidewalk.

Stopping the traffic and with a humorous grin Noonan walked over to the youngster and, taking his hand, escorted him to the opposite sidewalk, where with a smiling "Thanks" the lad sped on his way. It was apparent to all who witnessed this scene that this miniature citizen took it for granted that the guardians of the law were his to command, and that he had been in the habit of so commanding and receiving attention.

AN ADMIRER OF COP.

New York, February 7.

Public Characters.

A Start Made Toward Listing Some Persons Everybody Meets.

To THE NEW YORK HERALD: I suppose every man has his pet aversions. These are a few of mine:

The patrioters who prate of the duty we owe our country while they sell the stocks they own at the end of the year for the purpose of reducing their income tax.

The cheerful Mit who persists in saying "I'll tell the world" or "I'll say so."

The simpleton who attends public luncheons and is seriously impressed by the "gent" who is given to demanding "pep" and "a lil more pep."

The unctuous fraud, well stocked up, who pretends to believe that, after all, prohibition is a good thing.

The smug panhandler who solicits subscriptions from ignorant domestics and pious old ladies in order to finance a reform "league" or "society" upon which he is dependent for support.

The professional "uplifter" of whatsoever kind.

The common gull who believes that the late war made this horrid old sphere "a newer and a better world."

ALBANY, February 7.

Reckless Drivers.

Practices Which Cause Many Accidents in the Streets.

To THE NEW YORK HERALD: It seems strange that the Police Department in its efforts to reduce the number of automobile accidents in this city does not give more attention to the drivers who swing around corners from side streets into the avenues at fifteen or eighteen miles an hour or shoot across the avenues regardless of traffic rules, condition of the pavement or the amount of travel.

One of the avenues where the drivers of automobiles and horses persist in this practice is Park avenue, which for that reason is one of the most dangerous in the city; another is West End avenue.

I have understood the traffic rules to give to north and south bound traffic the right of way over east and west bound traffic, or cars turning into the avenue, but the majority seem to think that the first there has the right of way. I have seen many accidents and every one was caused by just the practice I have spoken of. Whether it comes from carelessness or ignorance, a little education would be of great benefit to all.

Another bad habit of some drivers is to wait until they reach the point where they want to turn, then stick out their hand and turn the wheel at the same time. The car behind has not a chance and if an accident is avoided it is by pure luck.

The speeder may be bad, but there are worse things. A. S. A. New York, February 7.

Parepa the Incomparable.

Even the Tradition of Her Wonderful Voice in Eclipse.

To THE NEW YORK HERALD: Reading the letters about Parepa-Rosa one is impressed not alone by the phenomenon to which the writers bear witness but by the fact that the Parepa tradition had gone into eclipse until restored by correspondence of your paper.

We of the present who celebrate Jenny Lind and know the fame of the great Patti, what do we know of Parepa the Incomparable? No doubt that great singer's untimely death is mainly responsible for our ignorance of her, "the doubly dead" that she died so young.

Florence McLandburgh exclaims "It seems dreadful for a voice like hers to die." Yes, but how indefensible that the tradition of it should die!

AL GONGWIN.

New York, February 7.

A Cornet Player of the Jubilee.

To THE NEW YORK HERALD: At the great national jubilee in June, 1872, conducted by the noted P. S. Gilmore, I played the cornet in the big orchestra and sat next to the aisle where the anvils were. Well do I remember when they sang the Anvil Chorus and all the anvils were set off in unison by electricity. I thought Bedlam had broken loose.

Parepa-Rosa had the most wonderful and powerful voice I have ever heard. The Coliseum was a tremendous building, and yet, notwithstanding the size of the orchestra, you could hear her distinctly in every part of the building. She had to depend on her wonderful voice for her charm, for other charms of person she had none. J. H. TRULL, M. D. S., D. D. S. New York, February 7.

Carelessness of an Iowa Omar Khayyam.

From the Fort Dodge Messenger. Lost—Grass rug and nickel between Shady Oaks and Fort Dodge. Finder notify Messenger.

Arkansas Brevity.

From the Danville Democrat. Mrs. Maud's house was on fire this week. Thirteen of her chickens called her last Sunday in the afternoon.

"Eugene Onegin" at the Metropolitan Daily Calendar

Tschaikovsky's Opera Is Sung for Second Time This Season Before Large and Brilliant Audience.

Tschaikovsky's "Eugene Onegin" was sung for the second time this season at the Metropolitan Opera House last evening. A good sized and brilliant audience heard the opera with a seeming enjoyment of the musical score.

Mr. Bodanzky was the conductor, and the principal singers were again Mr. De Luca in the name part, Miss Claudia Muzio as Tatjana, Mr. Martinelli as Lenski, Miss Ingram as Olga and Mr. Didur as the Prince Gremnik. Miss Flora Perini was the Larina.

Members of parties in the parterre boxes had the opportunity of welcoming Miss Chanler, a daughter of Mr. Robert Winthrop Chanler, who has passed much time in recent years in Paris. Miss Chanler was a guest in box 3 of Mrs. Marshall Orme Wilson, in whose party also were Miss Henriette A. Post and Messrs. Maurice Burke Roche and R. Thornton Wilson. In box 1 with Mrs. Cornelius Vanderbilt were Mrs. Arthur Lasch, Miss Grace Vanderbilt, Lord Alington and Mr. Francis Burrall Hoffman.

Mrs. Lewis, Cass Ladyard and Mr. Charles E. Sampson were with Mr. and Mrs. George Henry Warren in box 13. The Rev. Dr. and Mrs. Ernest M. Street and Mr. Albert M. Post Mitchell were with Mrs. Hamilton McK. Tremblay in box 17. The party with Mrs. Richard Canby, Mrs. J. H. Gray in box 15 and Mrs. Frank Gray Griswold and Mr. and Mrs. John Lynette Prince. In Mrs. Vanderbilt's box were Mr. Reginald C. Vanderbilt, Mrs. Craig Biddle and Mr. and Mrs. Reginald Ronalds.

In box 32, with Mrs. Luther Kountze, were Mr. and Mrs. Richard T. Wilson and Mr. Chester Alan Arthur. Mrs. William Post, Mr. and Mrs. James Lowell Putnam, Eleanor G. Howitt and Mr. George Ledlie were in box 30. Mr. and Mrs. Whitney Warren, Mr. and Mrs. Cortland Field Bishop and Mr. and Mrs. Francis K. Pendleton formed a party in box 34.

Others present were Mrs. T. J. Oakley Rhineland and Messrs. Robert Little McKee and Albert Morris Bagby, who were with Mr. Ernest M. Street in box 21. Mr. and Mrs. George Henry Warren, Jr., who were guests of Mrs. Florence Low in box 10; Mr. Charles S. Whitman, who was with Mr. and Mrs. Albert H. Gray in box 15 and Mrs. Charles B. Alexander, Mr. and Mrs. William B. Dinmore, Mrs. Henry Clews, Mr. and Mrs. Walter E. Maynard, Mr. and Mrs. Henry Harrison, Mr. and Mrs. John H. Rogers, Mr. and Mrs. Charles R. Scott, Mr. and Mrs. Murray Young and Mr. and Mrs. Joseph Earle Stevens.

Miss Dorothy Fox's Recital. Seldom is a song recital given under such favorable conditions and with so many pleasurable results as the one given by Miss Dorothy Fox yesterday afternoon in the Times Square Theatre. The stage was attractively set in an auditorium favorable for singing, the audience was large, friendly and responsive and the singer, with her fine mezzo-soprano voice, was accomplished in the art of vocal interpretation. Keeping to a programme generally within her limits, her selections included old melodies of Brittany and modern French lyrics. With the composer at the piano Miss Dorothy sang "Three Songs of Fat People," with words by James Dryden, and five settings to verses from Stevenson's "A Child's Garden of Verses." This group made the hit of the afternoon. Her other songs, they were admirably presented and several of them the audience wished repeated. Earl Victor Prahl was otherwise at the piano.

Belgian Pianist's Debut.

Marius De Jong, Belgian pianist, made his American debut at Aeolian Hall last night in a recital. This artist comes here with a favorable record from abroad and has been given a prize and composition prizes from the Antwerp and Belgian conservatories but he has played under the direction of Weinberger and other leading conductors. He began his programme last night with Franck's prelude, choral and fugue, Beethoven's "Appassionata" sonata was on his list, a group by Russians, and other pieces, a prelude and a song by himself. His performance showed him to be an interpreter of some individual and interesting ideas, no few of which he was able to impart to his hearers. His general tone and style needed more incisiveness and also force, but at times these qualities were quite sufficient to give his purposes.

Miss Howell's Concert.

Miss Dicie Howell, soprano, gave a song recital in Aeolian Hall yesterday afternoon. Miss Howell has been heard here before and has met with favor. She was not always at her best yesterday. Some of her tones were produced with manifest effort and some were decidedly off the pitch. On the other hand, in some of her songs her art was such as to conceal the lack of tone and intelligence. She was heard by a large and friendly audience. Richard Hageman played excellent accompaniments.

Her Diary, 1921.

Indigo Sunday: We went for a walk. Since motoring now is taboo. Blue Monday: I made up a party of friends. And spent all the morn at the Zoo. Turquoise Tuesday: I finished a new woolen gown. High noon: The darkest of gray. Sapphire Wednesday: I visited Madsen in the Bronx. Remaining the most of the day. Cobalt Thursday: In need of amusement I read. De Quincey's Confessions a while. And learned a new song hit, quite popular too. "Remember You Never Must Smile." Azure Friday: Downtown in the subway I fared. A bargain in flannels to seek. Cerulean Saturday: Darned all the socks. Which ended a rather gay living. MINNA LIVING.

Shakespearean Doubts.

A Byproduct of Biographers Discovered After Milton's Time.

To THE NEW YORK HERALD: E. O. Weeks answers his own question "Shall we accept the verdict of Milton or the doubts of modern writers?"—as to the authorship of Shakespeare's plays—when he notes that Milton was only eight years old when Shakespeare died at Stratford on Avon.

Living on Broad street, London, and being a precocious child, he might at that early age have read some of the plays of Shakespeare, which were to be had separately in quarto for a tetter—sixpence—apiece, and when at the mature age of fifteen he might have possessed a copy of the Great Folio (1623), which cost sixteen shillings.

But Mr. Weeks must remember that the question as to whether William Shakespeare of Stratford on Avon could have produced any one of the plays never arose until people began writing biographies of Shakespeare. Until the biographies appeared Shakespeare was as good a name as any other for the author of those plays. Nobody was called to marry the man to his verse—as Emerson expressed it—when there was no man and only his verse.

Now Milton never saw a biography of Shakespeare. The first biography, George Langbaine's, only appeared in 1691, when Milton had been dead seventeen years, and the second biography, Richard B. Stoddard's, only appeared in 1790, Milton having died in 1674, twenty-five years earlier.

Supposing that Milton could have seen Sir Sidney Lee's last edition of his "Life of Shakespeare"—his first edition was merely a rewriting of Halliwell-Phillips' "Outline," but this last edition is packed with all sorts of data from any number of genealogical authorities—would Milton have been able to marry Shakespeare plays to any one of the biographies that Sir Sidney sends to the great nation living at the required dates in Warwickshire?

And then let Mr. Weeks consider the facilities existing in Milton's day for research or for obtaining exact information of any sort. Small chance in those days for meticulous scrutiny of nice questions of authorship! Clearly, Mr. Weeks, the doubts of modern writers in the early days of the twentieth century are safer than the verdict of John Milton on a matter to which his attention had not been called 300 years ago. There is food for reflection too in the communication of Mr. Webb. The mortality among Shakespeareans has been even greater than is evidenced by his formidable list of the departed. I recall Dr. Furness, Dr. Rolfe in America and Dr. Furness, Dr. Theobald, Dr. Churton Collins and many others in England. Dr. Appleton Morgan, as Mr. Webb asserts, being actually the only one remaining on either side of the sea. But have these gone where all these questions are solved?

I seem to remember that, according to Kendrick Bangs' "Houseboat on the Styx," Cleopatra and Lady of Araby—Dr. Johnson's "Little Darnley"—had the utmost difficulty in making up their dinner parties because Shakespeare and Bacon were not on speaking terms, and

THE WEATHER.

For Eastern New York—Unsettled today, probably snow; to-morrow cloudy; not much change in temperature; moderate northeast winds. For New Jersey—Unsettled to-day and to-morrow; probably rain or snow; slightly colder to-morrow; moderate shifting winds. For Northern New England—Unsettled to-day; probably snow; to-morrow cloudy; not much change in temperature; moderate northeast winds. For Western New York—Unsettled to-day; probably snow; to-morrow cloudy; not much change in temperature.

WASHINGTON, Feb. 7.—The Texas disturbance moved very slowly eastward and is central over Louisiana to-night, and a steady rain or snow, with strong easterly winds from the north Pacific to-day. Pressure is falling over the entire Atlantic States and from the region of the great lakes southward to Colorado and north Texas, thence across the Pacific coast. This pressure distribution was attended by rain in the Ohio Valley and the south Atlantic States, and by snow in the New England States and the great lakes, the upper Mississippi and the south Rocky Mountain region. The temperature continued considerably colder to-morrow, moderate shifting winds, and there was a decided rise in temperature over the North West, while much colder weather overtook the South West. The outlook is for cloudy and unsettled weather in the East, with a possibility of rain to-morrow and Wednesday, and snow is probable in north, snow or rain in middle and south. The temperature will be below normal in the Ohio and the middle Atlantic States southward.

Observations at United States Weather Bureau station, taken at 8 A. M. yesterday, twenty-fifth meridian time.

Stations.	High.	Low.	Bar.	Wind.	Weather.
Albany.	38	30	30.12		Cloudy
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